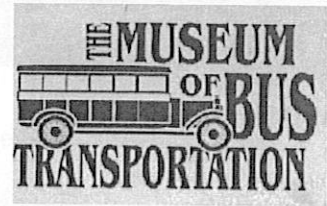


Bus Musings



Volume 12 Number 4

Fall 2010

The 2010 Annual Meeting - Another Success!

Following on the footsteps of our last newsletter when we focused on the Spring Fling, this issue which is our final one for 2010, will give you some insight on the annual meeting in case you were unable to attend.

Fifty nine members, Board members, and guests attended the October 30, 2010 meeting in Hershey, PA. We used the same basic format as we adopted last year which included coffee and Danish welcome reception (courtesy, this year of the Museum full-time staff) – this has been popular in that it allows participants to meet and discuss many topics – buses, are, as you may have guessed the general subject, of course.

This year, for the first time as suggested by several members, we had a “silent auction” to raise funds.



Nearly a dozen members and supporters donated items for the auction including a few plastic bus models to some rather upscale framed photos and paintings. This was our first try at a silent auction and, although we netted \$255 from it, we know that we will, in the future need to make a more concentrated effort to sell it to add to our

revenue stream. Nevertheless, for a first time effort, we were pleased with the results .

The business meeting started at 10:30am (it has been suggested that we move it to 1000am next year to allow for more time – especially at the end). In the interest of condensing the business portion of the day into 90 minutes we distributed a printed agenda which also included a set of minutes from the 2009 annual meeting, a roster of our equipment as prepared by Michaud Bus Appraisals, a 2010 budget, and a recap of 2010's operations.

Mike Barrett, the new full-time director of the AACA Museum introduced himself and stayed with us through the entire meeting. He

is VERY interested in our bus display and seems to take an interest in what we are doing and how it affects the Museum itself.

The meeting closed with a brief Q and A session whereby those in attendance fielded questions to the our Board in order to obtain more information on the operation of the MBT and, more important, how we allocate our revenue and what our future plans are.

The day, was really “**Peter Pan Day**” and we were honored to have Bob Schwarz and Bruce Westcott, senior executives at Peter Pan address us. They presented a background on the growth of Peter Pan from 1933 to the present. Of particular



interest to the attendees was the innovative marketing ideas they are currently using and how they view the “curbside” operations.

They also informed us about their relationship with Greyhound and the growth of the Bolt operation.

Door prizes were awarded after the meeting (nicely selected by Sharon Ogden) - then we enjoyed luncheon in the scenic Rotunda area of the Museum.

Around 2:00pm **Rohrer Bus Sales** treated us to a tour of their facilities in Duncannon, PA. Rohrer is one of the largest school bus operators in Pennsylvania and also sells Thomas school and transit buses. The bus tour concluded with stops in downtown Harrisburg to view transit and intercity bus operations.

The MBT annual meeting was a success.

From the Board Room...

BOARD OF DIRECTORS

J. Thomas Collins, President
Capital Area Transit

**Robert L. Smith, Vice President/
Archives**
Johnson Bus, Inc. (retired)

John Dockendorf, Secretary
PA Bureau of Public
Transportation

Edwin P. Wolf, Treasurer
E and B Transportation
~~~~~

**Donald R. Barlup**  
Requiment, Inc.

**Jot Bennett**  
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**Clarence Cornell**  
ABC Companies, Inc

**Walter R. Earl**  
Capital Area Transit

**Elaine Farrell, CAE**  
Pennsylvania Bus Association

**Ralph J. Fetrow**  
Members 1st Credit Union

**Constantine Mandros**  
S. Mandros Imported Foods Co.

**Ken McNelis**  
Klein Transportation

**Howard D. Nice**  
Greyhound Lines, Inc.

**Oliver J. Ogden**  
Hempstead Bus Corp. (Retired)

**Sharon Ogden, Webmaster**  
ASI/ESI  
~~~~~

**The Museum of
Bus Transportation**
161 Museum Drive
Hershey, PA 17033
717.566.7100 Ext. 119
Fax 717.566.7300
www.buseum.org

We've been busy as a Board team ever since the Spring Fling.

We immediately turned our attention towards our Annual Meeting and the corresponding set of Board elections. The mailing package for this, as you know, was quite extensive.

One of our two former "paid" employees, **Fred Lehrer**, attended, at his own expense, the recent Tennessee Motorcoach Association meeting. He was successful in contacting several of the State's leading bus operators regarding the MBT. He was surprised to learn that many had not heard of us despite a significant amount of industry publicity over the past year.

Board member and financial advisor, **Ralph Fetrow**, along with **Ed Wolf**. Treasurer, have been keeping a watchful eye on our investments. The majority of our resources are now in a long term CD.

Storage space continues to be a vexing problem but, under the auspices of Board member **Ken McNelis**, with assistance from member **Bob Devine** we are looking into several avenues of "relief". It appears that expansion of our current facility will cost in the neighborhood of \$250,000. Less, of course, if we build a "stable type" open unit. We have flood plain and township issues to deal with as well and, in that regard, we have not ruled out looking at other nearby storage locations.

Jot Bennett, one of our newer Board members, is heading up Fundraising and has submitted several unique ideas based on his board intercity bus background. You'll be hearing more from him regarding this.

Most of the Board was, in some way, involved with what we refer to as the "Big Move," that is when, during Car Week the first full week of October, we have to move all the buses out of the Museum for the "Big Night at the Museum" banquet. The buses are moved out one day and back in the next. We usually take this opportunity to change the displays. This year we added the Checker bus.

Between **Oliver Ogden, Tom Mozer** (on the advisor staff), and your presi-

dent we manage to spend a fair amount of time in the Museum. In 2011 we are going to zero in on specific "office time" when you may contact us in the Museum.

We are also placing more emphasis on "social networking", thanks to Board member **Sharon Odgen**. We have been receiving a vast amount of interest in this area.

You will notice a change in our billings for dues renewals - this was designed by board member **Elaine Farrell**. She has also changed the master membership list and placed it into membership categories which takes us another step towards becoming more business like.

2010 has been reasonably kind to us as an organization and we are on budget in most of the areas. Of course we are looking forward to an even better 2011. Hope is it a good one for each of you - thanks for you continued interest and support of MBT.

Museum of Bus Transportation

2010 BOARD MEETINGS

December 7, 2010

2011 BOARD MEETINGS

January 4, 2011

February 1, 2011

March 1, 2011

April 5, 2011

May 3, 2011

June 4, 2011 SPRING FLING

June 7, 2011

July 5, 2011

August 2, 2011

September 6, 2011

October 4, 2011

October 20, 2011 ANNUAL MEETING

November 1, 2011

December 6, 2011

Regular Board meetings are held at the AACA Museum in Hershey at 6:30 PM and are open to all members.

Election Results

We received 96 mail-in ballots for this year's board election. As we have done in the past, the ballots were tabulated by persons who were not on the ballot this year. Ballots were counted by **Ed Wolf, Vicki Wolf and Bob Smith**.

The five individuals who received the highest number of votes were: **Tom Collins, Elaine Farrell, Dino Mandros, Clancy Cornell, and Oliver Odgen**. These persons will serve a 3 year term. The next highest set of votes for a two year term were: **Sharon Odgen and Walter Earl**. **Jot Bennett** will serve a one year term.

Staggering the terms of Board members will make future elections easier and less cumbersome. The above will commence their terms on January 1, 2011.

Fleet News

Our 1951 Checker (ex-Detroit Street Railways) has been returned from the restoration shop. The folks at the **Supreme Corporation** did an extraordinary job in returning the bus to its original colors.

The "car folks" find this bus of interest especially when they learn that it rolled out of the same factory as the famous Checker cab (Kalamazoo, Mich). "Old Cars Weekly" interviewed us regarding this bus and that article will appear very shortly.

We are preparing our 4905A (as donated by **Pastor Dan Lehman**) which is to be driven to Springfield, Mass. It is going to **Coach Builders** to be painted into the Peter Pan Bus Lines scheme of that era. Peter Pan will use the coach for marketing prior to returning it to us in 2011.

Our Flixible Vistaliner will be heading to **ABC's** Camden, NJ facility by the time you read this for restoration and return to original Trailways cream and crimson. Thanks to Board mem-

ber **Clancy Cornell** for this effort. There are, most likely, very few "seated" versions of this coach still in existence.

Our 3102 will become part of the Museum's "Education Zone" in 2011. Our plan is to have the frontal area only on display. This area will be open for visitors to interact with displays.

We have parted out the Marmon-Herrington (ex-Inter-County Bus Lines) and it will be scrapped in early December.

We are in the process of selecting several other buses which we plan to sell in order to reduce the size of the fleet and take a step towards more quality and less quantity.

Spring Fling - Saturday (only) June 4, 2011

Our annual Spring Fling event for 2011 will take place in the Museum which has air conditioned comfort and food service will be available.

This all day event will commence at 8:30am and last throughout the day. In addition, we have made provisions for vendors to setup the previous day.

Vendors will find this atmosphere more conducive to sales and will also have the advantage of offering items to the Museum's general public. Summer Saturdays usually attract about 300 visitors to the Museum itself.

Buses will be on display on the Museum campus and also at the Annex; we will provide some shuttle service to the Annex during the day.

It is not too early to start thinking about this event - watch for additional details on our website and in certain industry publications.

Motorcoach Milestones

The basic function of the Museum of Bus Transportation (MBT) is to reserve the rich history of the entire bus industry - intercity, transit, and school.

HOW AS THE TRUCKING INDUSTRY INVOLVED IN BUSES?

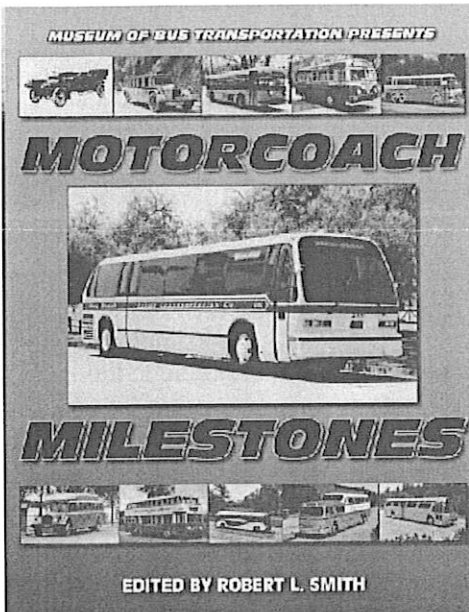
Reflecting back we find it interesting to note some rather common names in the TRUCKING industry who were, at one time, engaged in the manufacture of buses. Reo, Mack, White, International, Corbitt, Kenworth, Ford, Volvo, and GM, among others, were, in their time, industry leaders in bus production. GM, Mack, and White (in that order) were the three top producers of intercity and transit buses in the 1940's.



Continued on Page 4 with Photos

MOTORCOACH MILESTONES NOW AVAILABLE

We bring this to your attention as the Museum has recently published a booklet called "Motorcoach Milestones". Edited by our vice-president Bob Smith (retired former general



manager of Johnson's Bus Service, Mt. Joy, PA) this book details the growth and development of the bus industry from its start in the early 1900's through the 2000's. Those of you who may have visited the Museum know that we have a set of panels set behind our actual display of buses on the history of buses. Visitors taking the time to follow the development of buses around the display wall would find it reveals some very interesting bus types, i.e. the Pickwick Nite-Coach, Converted car carriers used during the Second World-War, duel engine Flixibles, a Corbitt intercity bus, "rail-buses", The GM 4104, and the Scenicruiser, to name but a few.

"Motorcoach Milestones" uses the panel information for the basis of the most complete pictorial history of the bus industry. This book would make a fine gift. **We offer it for \$34.95 at the Museum's gift shop. Or, you can go on-line to order at www.busmuseum.org. Click on the**

Gift Shop and you will be able to order this book. Shipping and handling is only \$5.95 and you must pay using PayPal.

Consider Donations and Gift Annuities In Your Time of Giving

We again remind our MBT members that it is time to consider year-end donations to your favorite charities, which we hope will include our organization. As you remember, we are a registered 501(c)3 educational non-profit tax entity. Therefore, any contributions made to us can benefit as a tax deduction on your 2010 tax return if you qualify to itemize your personal deductions.

Please also consider naming the MBT as a beneficiary in your will the next time you revise your will. Another way to provide financial support would be to explore a "Gift Annuity" arrangement with the MBT. Briefly, this is an arrangement where a gift of a substantial amount is given and the donor receives an annual payment from the MBT to provide earnings on the gift while the donor (person making the gift) is living. Once the donor dies, the remaining gift balance is kept by the MBT. The donor receives a tax deduction for the donation in the year the contribution is made, again if you qualify to itemize your personal deductions.

For further details, please contact our museum advisor, Terry S. Cosentino, E.A., for further details at cctaxservice@comcast.net or telephone 610-796-9330 Tuesday thru Thursday. Since he is not in the office everyday, it may take a few days for a response.

Member Photo Submitted

Dr. Carl Natter sent us a group of interesting photos and books which

he donated for us to use for reference, sell, or swap. Among them was this interesting photo, circa mid-1940's, showing a group of happy Trailways bus riders enjoying the comfort of an ACF-Brill IC-37/41 (then the "standard" of many of the Trailways operators)

These vehicles did, indeed, have comfortable seating and plenty of leg room....parcel and luggage storage as another matter! (but then people did not have to carry several bags, as they do today, for a simple overnight trip!)



We seldom see neat photos of the inside of buses of the 1940's so we thank Carl for this. Items of this type are submitted to us, from time to time and are always acknowledged and appreciated'



MBT Gift Shop **Clarification**

The revenue from gift shop sales from the 2010 Summer issue of Bus Musings. The \$3,934.79 sales figure listed actually represents revenue from June 2010, not the year-to-date which was \$8,122.40

NEW MEMBERS

The following individuals submitted applications for MBT membership:

Lincoln Bus Lines
Galeth Rosenall

DONATIONS

The following individuals or firms have recently made donations to the MBT's general fund:

N. Lennon • D. Barlup
D. Lehman • F. Henry
R. Moore • C and C Tax Service
H. Nice • M. Watson
W. Gregory • D. Gregg
T. Cosentino • E. Erickson

We gratefully appreciate all donations and thank the above for their continued support of our efforts.

AACAM Updates

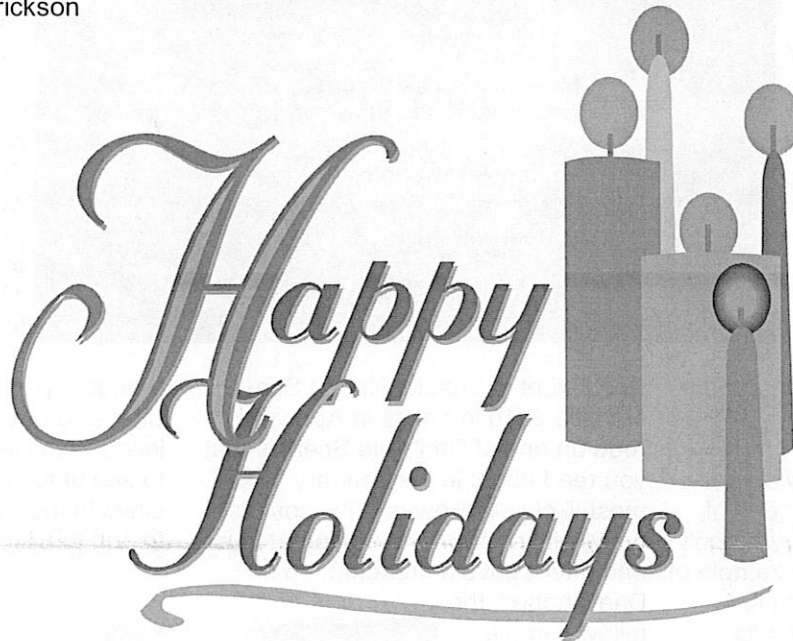
Attendance is well ahead of last year! October including Car Week has boosted attendance to 42,921 as of the middle of November and it will be more by the time you read this.

Marketing has been increased in the greater Harrisburg-Lancaster-Gettysburg-Hershey travel market area. Nearly every antique auto magazine also features an ad about the Museum with each one showing our Lakeland (aka Forest Gump) 4515 as the bus.

New executive director is Mike Barrett who has replaced Holly Smith. Mike was a former AACAM Board member. He was selected from among nearly 80 applicants. Mike can be expected to bring a more business-like approach to the general Museum operation. He has taken an interest in our bus display.

An immediate change will be the installation of the same type of nomenclature stands used in the car area at the front of each bus. This will allow us to describe each bus on display in more detail and will make for easier reading for the visitors.

Bus Museum attendees. There have been 75 MBT (free) members visiting the Museum so far this calendar year.



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A Member Steps Back In Time

By Andy Henderson

I enjoyed reading my MBT newsletter tonight.

I came up in, I believe, February 1973 with my Dad and other family members and friends to bring home your former # 66, a 1948 GM Silver-sides as Dad began his bus collecting hobby. Your Dad, I guess it would have been, met us down at the garage that very, very cold but sunny Northern NY Winter morning and had it running and the heaters on. We enjoyed a nice ride home and many rides in it thereafter.

Dad had it painted twice in the roughly 25 years he had it. The first time was the summer of '73 by my brother who did a nice job by brush believe it or not. He numbered it 3751 for the GM PD model of course. Dad rewarded him with a trip for his schoolmates at the end of the summer up to Roseland Amusement Park. He Then had it painted a second time in the early 90's at a body shop and by then had permission from Greyhound to put the original markings back on.

I was telling the, now humorous, story yet again the other day of how wiring grounds to aluminum don't always go together with the example of this coach. When Dad bought it, it never wanted to start when it was warm. If it cooled off, it would start. The first time Dad called back up to your garage, your mechanic said, "yah, it would do that, but usually by the time the driver got back from the pay phone, it cooled off enough and it would start." My brother later moved the ground to the steel frame for success from there on.

My Dad took my Mom's girl scout troop up to the SPCA in Auburn one afternoon and sure enough, when we went to leave, no go. As a security measure, he parked it on a slight

downhill slope. Mom was not too happy as she said "we have a schedule to meet and these girl's parents will be waiting to pick the girls up." So, Dad said "how about a push girls." It was on enough of a grade and Troop 13 was known as the troop that could push a bus. It was the highlight of the trip for the girls.....though I don't ever remember it being one of Mom's until a long time after.

Dad sold it about 10 years ago, 3 years before he passed away to a fellow in Minnesota. A funny thing

and ran wild I guess.....

I also attached a couple other photos of Dad/Bob and the bus. Dad and I found a set of fog lights for it off a Junker as they were plated over when you sold it and I put them in before my Jr. year of college for him. I did it while he was trucking that day, and when he got home, I said "look out back. I know you don't think we care about your buses all that much, but here's a little sign to show you we do." He mentioned that story several times for years to come.



The MBT is a great original. The fellow on the left in the side shot is Bob Beard, a retired Trailways driver and former Board Member. Dad never got to see the museum, but I have been a couple times and took my Mom down about 5 years ago to have Bob share it with her. Dad would have loved it. They (a lot thanks to Bob) have done a wonderful job in what many never would have dared tackle. If I remember, the coach you

was I went to Tom McNally's Scenicruise 2010 in Texas in April and rode on one of Dad's old Scenics that you read about in the January MBT most likely. A fellow and his son were there with another Scenic from Minn. and after I gave a presentation on Dad's hobby, the fellow came up and said he had a photo of his bus with the Silver-sides in Minn. He recognized it because Dad had P-4765 and the Penna. Greyhound markings put on it after the 2nd paint job. Some pics are attached. The dogs took off

brought up from the MBT belonged to Blue Bird of Olean and the same Yellow Coach Dad, Mom and I went down to see unrestored at Oneonta Bus Lines in the early 70's as Dad looked to add to his collection.

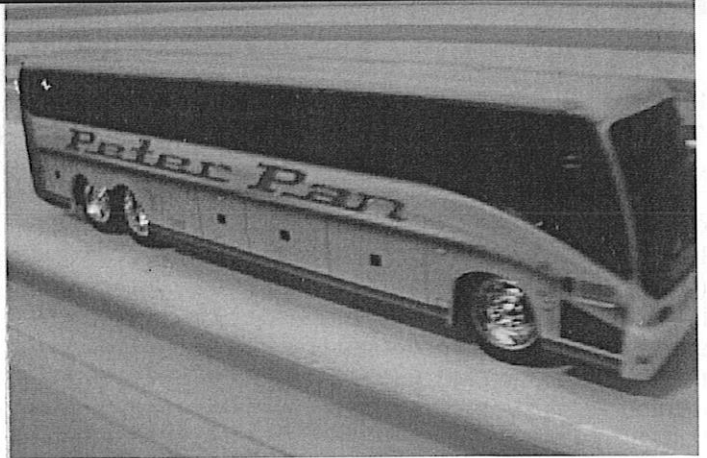


Model Bus Musings by Doug Campbell

This month marks the recent introduction onto the American hobby market of a very exciting line of model GMC TD 3610 buses, so common in the 1950's era on American city streets. Classic Metal Works has introduced these splendid jewels in both HO scale and in N scale, and the models are available in a few liveries of National City Lines, a Boston MTA issue, and as shown in my photo, the famous cream & green Philadelphia PTC graphics. These models are well detailed, and the buyer must carefully attach rear view mirror & windshield wipers, but the paint schemes are well applied, and the models add a whole new 1950's flavor to our model bus

new green shades of Peter Pan's handsome new fleet designs with the big logo of a Peter Pan figure on the rear panel. Members were treated to a nice brochure on the new real fleet, along with a fascinating power-point presentation on Peter Pan at the meeting too.

This model was made in China, and has a roof coin slot, bottom coin opening cap, and free running rubber tires too!



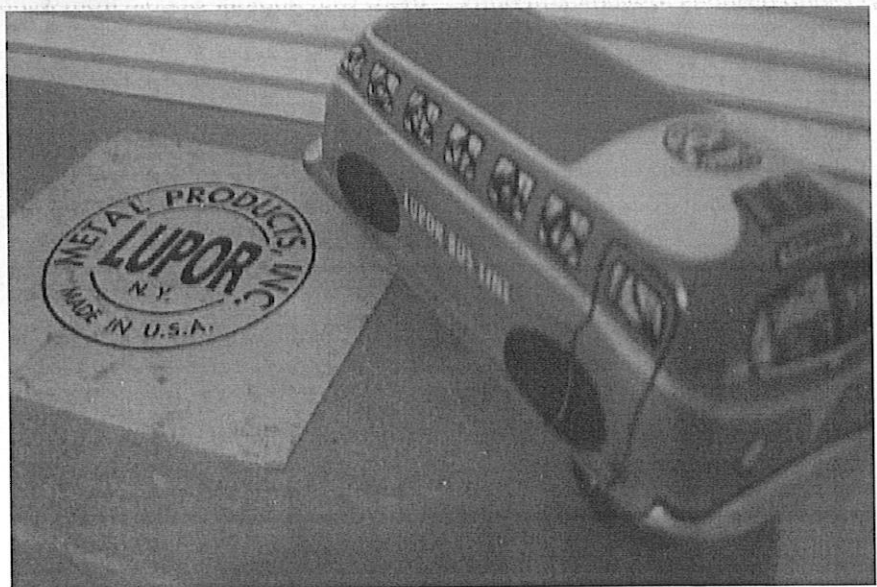
Finally this month, a nostalgic trip back to the early 1950's when these tin, friction-motor "LUPOR" Bus Line models were probably seen in American toy shops,

manufactured by Lupor Metal Products, Inc. in the early 1950's period in Bronx, New York. The firm soon shut down production, however, due to Asian tin toy competition, so these are rare to find today. My example is part of a 4 pack store stock box containing two of the colorful red & yellow buses, along with 2 red/yellow gas trucks too. The model bus has nice passenger graphics shown in all windows, and a rear license plate of "USA 36". A tin base, with rubber tires, and a powerful friction motor complete these charming models! Happy Collecting!

fleets! Available from local hobby shops or through www.modeltrainstuff.com if you have no local supplier.

depicting a common city coach of the day! These little tin plate models were

Next is a handsome plastic MCI model "E" coach plastic bank, which was given to all who attended the Museum of Bus Transportation's Annual Meeting, from the folks at Peter Pan Bus Lines of Massachusetts, showing the new graphics on their brand new MCI fleet, one of which they actually had on display at our annual meeting! This model is about 10 inches long, and is labeled with the brand



This Old Bus: 1951 Checker Model 01

For this issue we are going to focus on a bus in our own "fleet"....our 1951 Checker model O1.

Starting its revenue life as part of a 450 bus order for the City of Detroit, Department of Street Railways (DSR), these buses began to replace, in part, DSR's fleet of 1,390 Ford Transits. Ford had gotten out of the bus business after the 8MB series; its distributor, Transit Buses, Inc. began to build buses of its own.

They sold the line to Checker Manufacturing Company (the cab folks!) and began to produce buses under the Checker name in their Kalamazoo, Michigan factory.

DSR's set of model O1s were fleet numbers 7311-7760; the one the Museum owns is #7618. From what we know, these units provided service on a special set of DSR routes which always had smaller buses (started in the early Ford days) with frequent headways. They were all retired by the end of 1960.

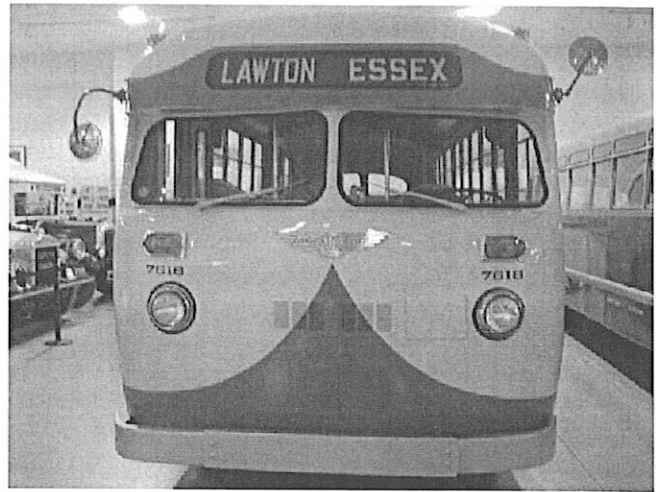
DOM Charters (the Lawson family) bought ex-7618 and ran it in local charter and on school runs in and around Detroit - it came to us in their red and white color scheme. The bus was donated to the MBT through the Gilmore Automobile Museum and Robert Welsh who was a Checker auto enthusiast. Gilmore wanted to display

the Checker cabs but had no use or room for the Checker. The body was nearly excellent with some rust in the undercarriage but, for its age, was a fine example of a very limited production run.

Our Board member, **Dino Mandros**, adopted the bus and had **The Supreme Corporation** located in Jones-town restore the bus to its DSR livery with some help on the paint colors from San Francisco Muni who painted one of their ex-SEPTA PCC's into DSR colors.

We placed it on the Museum floor in mid-October where it receives a lot of attention, especially from the "car guys," many of them not previously aware that Checker made buses. **Michaud Appraisals** placed a value of \$12,500 on this bus; not bad for a 59 year old city bus.

Enjoy the photos of the Checker Model 01.



NOTE: Bob DeVine's column will return with the next issue of Bus Musings.